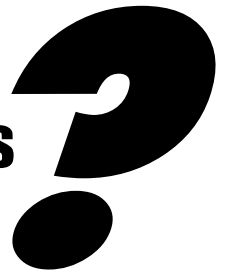


Frequently Asked Questions



Are light rail or bus lanes part of this study?

- No. Another study, entitled Milwaukee Downtown Transit Connector Study, sponsored by the Wisconsin Center District Board is reviewing various transit options including light rail transit.
- While this study does not include light rail transit or bus lanes, the recommended alternative will not preclude them from being implemented in the future.

Will additional land or businesses near the interchange be purchased?

- The need for additional land will depend on the design of the reconstructed interchange. The study team will review a wide range of proposals, several of which would permit the interchange to be reconstructed in the existing right-of-way or “footprint.”

How will traffic be maintained during construction?

- The Marquette Interchange will be reconstructed “under traffic” meaning bridges and ramps will be open to traffic to the extent possible. The goal is to keep two lanes open at all times for traffic going east/west and north/south during construction. Other ramps in the interchange and ramps to local streets may be closed.
- Other roads in the nearby area may be improved to accommodate additional traffic during construction. The extent of improvements to nearby roads will depend on the reconstruction plan selected and the amount of funding available.

- A workshop will be held later during the study to discuss effective ways to minimize traffic delays during construction. Community leaders and transportation professionals from other communities that have experienced multi-year urban freeway reconstruction will be invited to share insights about effectively dealing with the inconveniences and disruption of construction.
- A detailed plan for maintaining traffic flow during construction will be developed prior to construction.

Why is there so much emphasis on the Marquette Interchange? Aren't other highway projects just as important?

- Because of its key role in the freeway system and its deterioration, the condition of the Marquette Interchange must be addressed soon.
- The interchange has deteriorated from high traffic volume, its unique design, melting snow, salt, and studded snow tires.
- It is the cornerstone of the southeast Wisconsin freeway system.
- Most of the Milwaukee area freeways intersect at the Marquette Interchange.
- It links one-third of the state's freeway traffic to the rest of the country.
- It is one of the most heavily traveled interchanges in Wisconsin with almost 300,000 cars and trucks using it every day.

Frequently Asked Questions



Is the Marquette Interchange safe now?

- Yes. WisDOT continually monitors the interchange to ensure it is safe.
- If it becomes necessary, traffic restrictions (such as prohibiting large trucks) and lane closures will take place.

Can the interchange be fixed with maintenance?

- The bridges in the interchange were built using outdated concrete “voided slab” and “box girder” designs. This makes the decks almost impossible to refurbish because the decks are a key part of the bridges’ structure. If the decks are removed, without special “shoring up” the bridges could collapse.
- Repairs and asphalt overlays in the interchange are deteriorating faster than originally expected.
- Frequent maintenance efforts are becoming less effective and are lasting for shorter periods of time.
- Frequent repairs on the interchange greatly inconvenience the traveling public.

How long would it take to rebuild the interchange?

- If the study calls for the interchange to be rebuilt, construction would take four years beginning in 2004.

How much would it cost to rebuild the interchange?

- Estimates range from \$550 million to \$950 million in year 2000 dollars if the interchange is rebuilt depending on the design and scope.

Who would pay for the reconstruction?

- The reconstruction of the interchange would be paid for through a combination of state and federal transportation funds. Unless decision makers choose to postpone other needed state-wide transportation projects however, additional funding will be required.

If the interchange is rebuilt, how will WisDOT minimize disruption during construction?

- Reconstruction would likely take place under restricted traffic flow with periodic lane closures.
- A plan to deal with traffic would be developed with local businesses, residents, and the City of Milwaukee.

How will the public be involved in the study?

- There will be several opportunities for you and other interested people to stay informed, provide input, or participate through meetings in your community, neighborhood groups, business associations and workshops.
- Your participation will count. The views of all affected people will be included in the study.
- Newsletters and the project web site (www.dot.state.wi.us/dtd/hdist2/m-index.htm) will keep you updated on important information.